

Syphon!

Issue 130
July - Sept 2007

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The official magazine of the Class 37 Locomotive Group



STOP PRESS
37505 joins the fleet!

IN THIS ISSUE:

Loco fleet news & update
37905 - it's back in business!
Preserved scene round-up
37s on ballast trains to Bury
KWVR, Dartmoor & ELR Galas

Price: £2.50

The Class 37 Locomotive Group Elected Committee and Contact Details

Mick Parker	Chairman, Membership Secretary, Treasurer & Website Manager 60 Babylon Lane, Anderton, Nr Chorley, Lancs. PR6 9NW Email: mick@c37lg.co.uk
Phil Lynch	Technical & Procurements Officer Email: phil_lynch@btopenworld.com Tel: 07838 809168
Mick Chester	Northern Assistant Technical Officer Email: mchester@freenet.co.uk
Chris Thorn	Southern Assistant Technical Officer Email: chris.thorn4@btinternet.com
Mark Grimes	'SYPHON!' Editor and Publicity Officer Email: mark@c37lg.co.uk
Mick Sasse	Officer without Portfolio Email: micksasse@phonecoop.coop

If you supplied us with your email address when you joined the group, you will have been invited to join the Members Forum. Feel free to contact the Committee via the forum. If you are not a member of the forum **IT IS STRONGLY RECOMMENDED THAT YOU JOIN** as forum members receive group news before anyone else. Email Mick Parker directly, giving him your name, address and membership number and he will add you to the forum.

Subscriptions, general enquiries and any 'gen' for inclusion on our website www.c37lg.co.uk should also be sent to Mick. He also deals with any enquiries regarding the website and access to the Members Area.



FRONT COVER:

37175 crosses the Brooksbottom viaduct near Summerseat, working the 14.14 Bury Bolton Street to Ramsbottom during the diesel gala on East Lancashire Railway, on Wednesday 4th July 2007. *Photo: Steve Wells*

THE NEW 'SYPHON!' LOGO ON FRONT COVER:

The new logo featured on front cover was created by Owen Hodgson, who is the moderator of AC Loco Group website and donated the design to C37LG, for which we are grateful to his kind gesture.

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CONTRIBUTORS TO ISSUE 130 (articles and photographs):

Mark Grimes, Andy Hardman, Chris Pelling, John Pinion, Steve Pizzey, Michael Ratledge, Solomon Riley, Mick Sasse, Paul Scott, Andy Stoddon, Matthew Stoddon, Martin Taylor, Chris Thorn & Steve Wells.

DO YOU HAVE A PHOTOGRAPH OR STORY TO TELL?

The 'SYPHON!' magazine relies on contributions from fellow enthusiasts, if you have photos that you would like to see printed, and/or have an interesting story to share with us, then please get in touch with the Editor! The Editor can't do everything possible to fill the pages in, so please keep them coming in! (We are particularly interested in BR-era stories). Thanks.

If you have any submissions for 'SYPHON!', please send them by email (contact detail is on opposite page). Articles sent via email should be sent in MS Word format and pictures as JPEG attachments in any MB size (more pixels the better for picture quality).

EDITORIAL & NEWS

18th July 2007

Dear members and supporters,

The 'SYPHON!' just keeps rolling off the printers at this stage! I am pleased to say that with the publication of this issue 130, the magazine is now finally back on schedule with its release dates and the next issue no. 131 (last one for 2007 - doesn't time pass quickly?) will be out in early Autumn as it covers the period October to December this year.

Summer Tour

The C37LG have been busy this Summer, with our locos taking part in Keighley & Worth Valley, Dartmoor and East Lancashire diesel galas, which are well documented in this issue and is certainly an improvement on the previous couple of years, and hopefully this trend is to continue. 37175 has certainly been earning its keep at KWVR and ELR this Summer, being popular with paying punters and it's not just passenger trains either which has been keeping 175 busy: it also worked a revenue earning...rescue of a Deltic!, It also had worked a revenue earning ballast train as well! 37198 worked all its booked diagrams during Diesel Day on the Dartmoor Railway and there will be more to come - keep checking our LG website for up to date gen.

Publicity & Sales

This department had lain dormant for some time but with the locos out working the diesel gala circuit, it has spurred the Committee to get it up and running again, with a new range of DVDs, publications and second-hand stuff to sell, alongside the publicity side. The LG stand took place at Keighley and Bury, which was generally well supported and raised several hundred pounds of proceeds for LG funds, great news. The stand will continue as and when any of our locos appear in future galas, and this will be developed as and when resources permit. Our sales items are on the page 19 in this magazine, and they are available whilst stocks last!

37905 Control Cards - update

A positive development arising from 37905's missing GEC Control Cards has taken place, with replacement ones fitted and the loco was successfully started up on Friday 22nd June 2007. Details appear in the Loco Fleet Update pages and a full page article will, once again, have to appear in next issue due to space constraints in this issue.

STOP PRESS!

Just shortly before this magazine went to press, BRE Ltd re-assessed their loco priorities and needs, and things moved at such a quick pace that 37275 has been sold to a private buyer, whilst in its place is 37505, which has joined our fleet. A full report on the loco fleet changes will appear in next issue.

Enjoy reading this issue of 'SYPHON!' and thank you for your support,

Mark Grimes
'SYPHON!' Editor and Publicity Officer
Class 37 Locomotive Group



Loco fleet update - 2007

37003: Remains serviceable at Wolsingham depot, on Weardale Railway. The Committee is working hard to ensure '003 gets some work as soon as possible. Please keep checking our web-site for any updates.



37175: Star of the show at KWVR and ELR galas (along with superbly restored D5310) following hard work done by volunteers, no mean feat considering it last worked a train in 2002 and then we had just 4 weeks to get it ready for the KWVR Gala following its arrival at Haworth shed. Now at East Lancs, where it took part in their July diesel gala with yet more storming results! Review in this issue with 37175's exploits at these galas.



37198: Shown here in its former BR Railfreight Distribution livery at Gloucester depot in July 1990 Open Day (ironically with C37LG headboard!) 37198 has starred recently in the Dartmoor Railway with Diesel Day on 23rd June and is detailed with a review of its workings and photo in this issue.



37275: Just before this magazine went to press, the loco has been sold to a private buyer as BREL changes its loco utilisation requirements the loco fleet, sold to another preservationist as BRE Ltd's fleet develops with the purchase of **37505**, the latest addition to our fleet - full report will appear in next issue.



37414: In contrast to this photograph of '414 in immaculate Large Logo BR condition but its still stored awaiting restoration at the Wolsingham depot! But this is how the loco should look like when it's eventually restored! But ... those who wait – and we're hoping to have positive developments to report in the near future – watch this space!



37905: The loco hit the headlines in railway press with the loss of control cards under suspicious circumstances, but with efforts and hard work from BRE Ltd representatives along with one-man mission to Spain to get replacements, 37905 was started up, for the first time since the incident, on Fri 22nd June 2007 but was unable to haul the trains on Dartmoor line due to brake blocks requiring attention - but most importantly, it's now back!

Loco fleet update - 2007 (continued)

This update concentrates on at least two locos, 37175 and 37905, where plenty of work has taken place since the last issue of 'SYPHON!' went to press, with the return to service of both locos, from storage at Wolsingham for the former and a period of inactivity following the theft of control cards for the latter.

These landmarks were achieved by determination and hard work from C37LG's own loyal band of working volunteers, with kind assistance from other class 37 groups and owners to get '175 ready for KWVR gala; and progress on bodywork plus the one-man mission to Spain to get replacement control cards for '905!

37175 Report by Matt Stoddon and 37905 Report by Mick Sasse & Mark Grimes

37175: With only weeks to spare, after several desperate calls to Andrew Goodman, 37175 was hastily removed from Wolsingham and transported by road to Ingrow West, from where it was tripped by rail to Haworth. Here, the KWVR kindly allowed us to attempt a miracle in getting it ready with only 4 weeks to go before it was due to perform to the fare paying public at their first diesel gala in two years.

Not only would 175 be working at the KWVR but also the loco had to be fit to travel in convoy over the mainline afterwards to the East Lancs Railway at Bury for their diesel event at the beginning of July. This was going to be not only a challenge, but one of extreme proportions.

Whilst at Haworth the following work was carried out on 37175, to pass both the KWVR fitness to run exam and the Network Rail FTR, which included snow ploughs being set at correct height; air tanks certified (this involved removal & replacement of several tanks). Several blocked drains on air tanks (from BR/EWS days) remedied, tanks drained and brand new drain pipework fabricated where required. Fire extinguisher system removed (then replaced) at no.1 end, in order to facilitate certification of main res tank and safety valve in nose end.

Turbos had old oil drained, several faceplates were removed, cleaned inside & out, then replaced and fresh oil replenished. All crankcase doors were also removed & replaced, with no faults or defects found.

Lube oil pump brushes checked and commutator cleaned. Traction motors meggered, no.3 found vertical set of brushgear to earth (once brushes were pulled). TM3 isolated. All traction motors thoroughly cleaned using proprietary electrical cleaner. TM3 checked again and found to be ok, checked yet again following day and found to be to earth and was re-isolated.

Main gen had as much of a clean as possible (still requires finishing at some point as V-ring had a good grimy build up). Old batteries made into a full set with donated cells from SRPS at Bo'ness. Trickle charged through KWVR charger and boost charged (in two halves) through a 48V 50A charger to no avail. Air leak on proportional side remedied (beneath cab floor, no.2 end drivers side). This was the age-old fault that we thought was a relay valve problem, several of which (if not all), incidentally, were removed, dismantled & cleaned.

Van was hired, 37152's batteries removed at the Peak Rail and brought to Haworth. Old battery cells removed and 152's installed; axle covers removed & replaced for Ultrasonic axle test. Equalising beams tested (which it almost failed on, but thanks to a Dremel, a suspected fracture turned out to be just a minute scratch, thankfully!) Flanges gauged and all within specification.

Finally, a broken stud on a wheelslip resistor ensured the last minute gremlin crept in. Fortunately, it was diagnosed and remedied (thought I'd seen the last of broken studs after spending almost a week replacing them on 26010 at Bo'ness earlier this year!) 175 made it out for gala only an hour late! It performed well and got better as the gala (and the weather!) progressed.



Thanks must go to EVERYONE who helped for the massive team effort in the preparation of 37175, and also for the technical support during the gala itself.

You can check out 37175's photo gallery site:

<http://37175.fotopic.net/>

This was the moment everyone waited for! 37175 was successfully started up, in evening of Thursday 14th June. Steve Wells

37905: For the past few months, work carried out on the loco has concentrated on re-plating the corroded sections of bodywork. All the cab sides have been comprehensively renewed to a high standard, and are currently in red oxide paint. Some remedial work has taken place on minor damage to one of cab fronts (from BR/EWS days). The work is progressing very well on its bodywork to reverse the effects of salty air during open air storage at Immingham depot before purchase by BRE Ltd last year. The loco remained in working order and had cab interiors smartened up to give a more pleasant working environment for train crews. However, sometime around April 2007, the progress was brought to a shuddering halt after the malicious theft of GEC control cards from the loco at Meldon, the Ruston-engined 37 has not been out of news lately, appearing in national railway press and internet newsgroups. A lot of goodwill has come out of this, with people from the UK preservation movement offering practical assistance and support.

A great deal of effort behind the scenes has been undertaken by BRE Ltd, in order to publicise the plight of 37905's missing control cards which rendered the loco inoperable unless they were retrieved. An opportunity to obtain replacement GEC control cards came up... the thing was, half of them were in Spain! Some redundant 37s stood idle after their duties on construction trains for the new high-speed Barcelona to Madrid line, and one C37LG member went all the way to Spain, sourced the replacements and brought them back where they were immediately fitted to 37905.

Others were sourced to an industrial unit in that old 37 haunt, the Rhymney Valley, and one last card was temporarily kindly lent to us by the owners of sister loco 37906 (which had also suffered an identical theft). With a full set of eight cards now finally gathered together, they were immediately fitted to 37905 and, with a bit of help from our old friend 31465 (905's batteries were a bit tired as a result of the long period of idleness), the Ruston was successfully started up (see photo).

37905 fired up for the first time on Friday 22nd June, 2007, since its enforced inactivity from April.

Chris Thorn



Article and review on the story of one-man mission to Spain will appear in next issue - along with the story on 37905 and its control cards (unable to print in this issue due to space constraints).

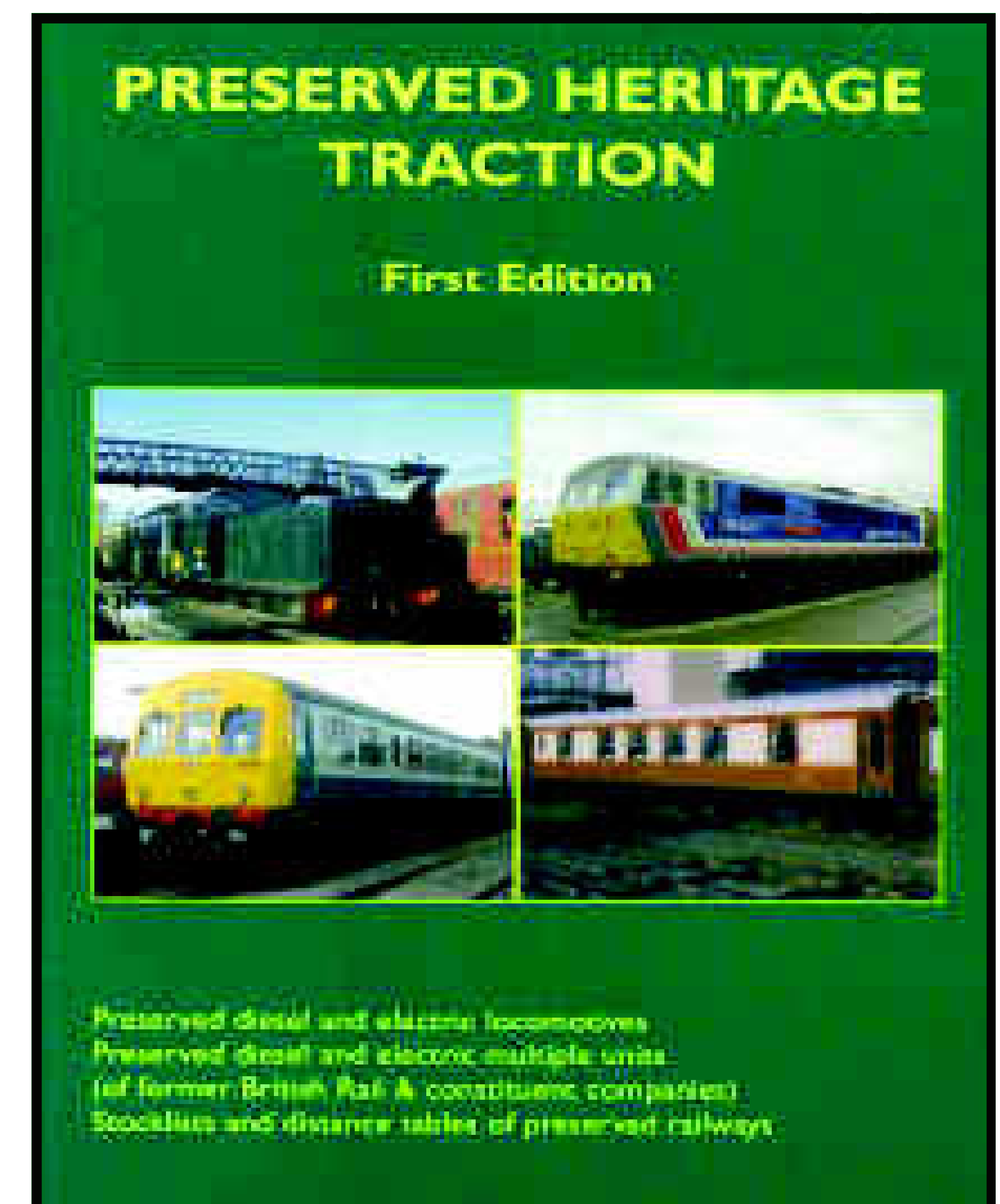
What we've been waiting for!

Review of *Preserved Heritage Traction*

by Andrew Marshall

(GM Publications, A5 format softback, £14.95,
139pp with 16pp of colour illustrations)

It's remarkable that there hasn't been anything quite like this on the market until now. *Preserved Heritage Traction*, only just published, pretty much does exactly what it says on the tin: it's a full guide to all preserved diesel and electric (though I did spot a gas turbine or two!) locomotives and multiple units in Britain. It includes brief technical details of each type, together with all traffic numbers carried, plus information on current location, operational status, and (of paramount importance to so many!) livery currently carried. It doesn't go into ownership – probably a wise decision given the can of worms that can open!



The book, set out in similar format to some of the larger “Platform 5” type guides, states that it is correct to 4 April 2007, and it looks on a quick examination indeed to be accurate (the author has taken the trouble to insert a small list of addenda). The book is comprehensive (even including that spoon which has been quietly rusting away by the A1 in North Yorkshire for some years now!), and easy to follow, once the codes for status and livery are understood, and there are good-quality colour illustrations of the principal types (though not of every class).

Of course these days it can be hard to say what actually is “preserved” – for example, down on Dartmoor, our locomotives are correctly shown, as is Pedro (sorry, 31465), but the former FM Rail 47716 and 73117 also used on the line are not classed as preserved and therefore not shown; nor are any of the other 31s and 73s stored at Meldon. Things get very tough when considering, for example, the WCRC-owned and mainline-registered 37214 and 37248 (include), and their fleet of mainline Sulzer devices (excluded). Conversely, however, some locomotives currently in scrapyards or on Network Rail sites, but earmarked for preservation, are included. These are all tough distinctions, and there is bound to be room for argument in this case or that, but by and large the book is consistent even in these “borderline” cases.

Our locomotives are, I'm glad to say, all present and correct, bearing in mind that 37175 was indeed still under restoration at Weardale in April 2007, though strictly speaking 37275 wasn't in undercoat any more by April 2007. Inevitably the odd minor error or piece of out-of-date information has crept in (my anorak tells me that the 141s at Weardale are brown and cream, not maroon and cream) – and sensibly Mr Marshall starts his book with an appeal to loco owners to keep him abreast of any changes or correction, for future editions.

As if this weren't enough, the book also has an exceptionally useful line-by-line guide (arranged by former BR region), giving contact details, a full stock-list (funnily enough 47716 and 73117 do appear under Dartmoor!) and even a miles-and-chains guide to the main points on each line – so you have a fairly good idea of what attractions await at each venue!

All in all, this is a superb reference book which should have a place on the shelf of anybody with a real interest in preserved “modern traction” - I don't know how we survived without it!

*Limited supplies of **Preserved Heritage Traction** are now available from our very own sales stock, priced at £14.95 post-paid! All profits, of course, go to Group funds, and help the us too!*

Review by Mick Sasse, June 2007

SYPHON! PICTORIAL

Photos - just for the hell of it!

37229 works mega-mileage 'landcruise'

DRS 37229 'Jonty Jarvis' leads 47802 as the pair passes Stone Bridge, south of Durham, on ECML working 1Z19 08.15 Inverness to London Kings Cross (as far as York) . The train had worked to Kyle of Lochalsh during the land-cruise tour. Monday 9th April 2007. *Steve Wells*

37688 - Carlisle Kingmoor Depot's new 'pet' loco
DRS held its Open Day on Saturday 7th July 2007, and one of the highlights was 37688 being named after the depot. It had recently left Brush Loughborough after major overhaul.

Both photos: Paul Scott



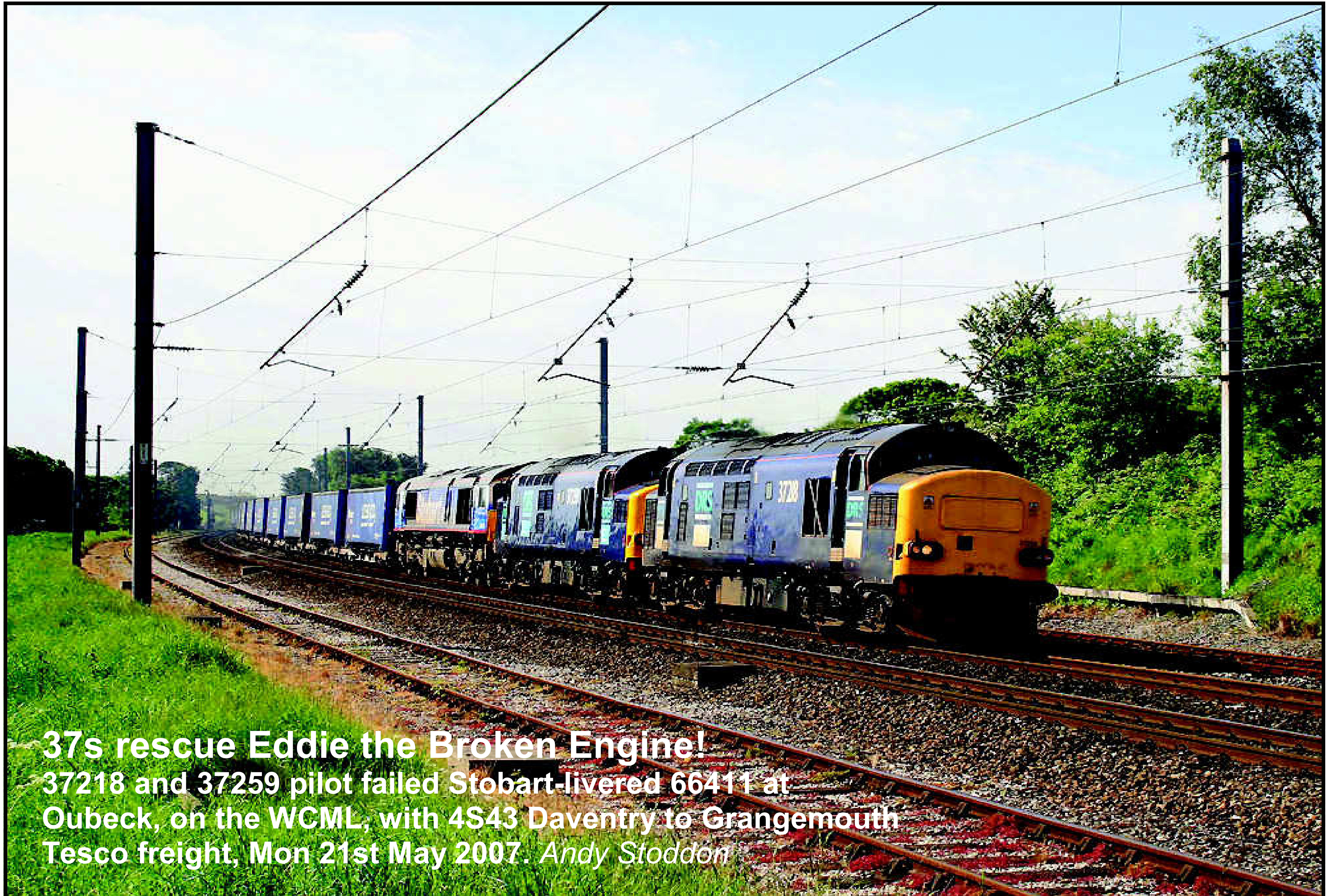
37405+37422 'Cardiff Canton' storm past Slattocks (just south of Castleton) with 6P25 10:15 Bury-Warrington Arpley as they return with MEA empties after taking the ballast up to Castlecroft yard (ELR) in connection with infrastructure renewal on Manchester Metrolink system on Wednesday 11th April 2007. *Paul Scott*



Syphon!



37422 and 37405 could be heard across Bury as they take 6P24 05.30 Warrington Arpley to Bury loaded ballast train over the infamous 'Ski Ramp' on the approach to Bury Bolton Street! Wednesday 11th April 2007. *Paul Scott*



Cornish favourite 37207 on 'Silver Bullets'

37207, once named *William Cookworthy*, at Exeter St Davids with shiny new 'silver bullet' tanks from Burngullow to Irvine (probably a trip working to Bescot) on Wed 1st Sept 1993. '207 is now preserved on the Plym Valley Railway in Devon. *Mark Grimes*



Class 37 preservation scene update

The preservation scene with Class 37s continues to develop with some locos working their first duties or at new locations since the last 'SYPHON!' issue was published.



Top Left: Swallow Intercity-liveried 37152 passes Church Crossing on Sat 12th May 2007 with demo freight, 10.16 from Rowsley during Peak Rail's diesel gala weekend. *John Pinion*

Top Right: New arrivals at Kirkby Stephen East station (on the former 'Stainmore Route') are 37146 and 37674, both privately owned. Sat 26th May 2007. *Mark Grimes*



Main picture, left: 37075 at Consall Forge on Churnet Valley Railway with a DMU in tow, on Fri 1st June 2007. *John Pinion* **Centre, right:** Unique Transrail blue 37116 worked its first passenger trains on the Chinnor line, on Sun 3rd June 2007. *Steve Pizzey* **Bottom, right:** On the Battlefield Line, BR Metals 37227 at Shenton, on Sun 1st July 2007. *Chris Pelling*

37s on charters around the national network in May 2007



Left: EPS's 37603+37604 had a rare outing outside London and the South-East as they worked to York and then a mini-spin around Humberside, captured at the Gilberdyke Junction, on Bank Holiday Mon 7th May 2007. **Right:** EWS 37410 traversed the Cambrian Coast line to Pwllheli on Sat 19th May 2007, just after crossing Barmouth Bridge, the most famous location on this scenic Welsh line. *Both photos: Mark Grimes (yeah, Ed's been busy)*

Pair of 'Tractors' on the Central Wales Line

Review and photo by Solomon Riley

A charter train over the scenic Central Wales Line, organised by MCRUA (Mid-Cheshire Rail Users Association) ran on Saturday 12th May, 2007. It was to be a relaxing day out by loco-hauled train. At Altrincham station, Royal livered 'Skip' 67005 came with ex-Anglia Mk2 stock, a sight I'd not expected to see! The train was 1Z66, 07.17 Altrincham to Cardiff Central.

The run to Chester was unremarkable, and we arrived on time at 08.35 but somebody had realised that 67's are not allowed south of Llandrindod Wells on the Central Wales Line, so the train had to fester at Chester whilst EWS made arrangements to swap locos. I think they got off lightly when Saturdays-only 6D19 06.40 Warrington Arpley - Holyhead RTZ freight was due to pass Chester, and the traction was a pair of 37/4s (405+422) so the locos were duly swapped!

37405+37422 took the charter out of Chester at 10.04, 89 mins late while Royal 67 later went on with the 6D19 freight to Holyhead - 3 hours late! Then the train had to have a 25 min wait at Shrewsbury for a path - then on to the Central Wales line, followed by a 12 min photo-stop at Llandrindod Wells. Then we left the line at Hendy Jct 2 hours 18 mins late (that's what all railtours are about!) followed by a spirited run on the South Wales Main Line, with arrival at Cardiff Central 'only' 2 hours 3 mins late, where the pair of 37s had to be replaced by another 'Skip' 67025 to return us north via the Marches Line.



37422 and 37405 pause at Llandrindod Wells with Anglia livered Mk2 stock - not the usual everyday sight on the Central Wales Line! *Solomon Riley*

Keighley & Worth Valley Diesel Gala, 15th - 17th June, 2007

The turnout for KWVR's diesel gala, which returned after a break in the previous year, was high as it had much sought-after engines in form of D5310 and 37175 making their debuts in preservation plus DRS 47237, which was also in demand, not having hauled a passenger train for many years. The typical wet Summer weather had soured the proceedings but didn't dampen the enthusiasm of participants and volunteers! Privately owned 37175, in custodianship of the C37LG, managed to make it only one hour late on Friday 15th June 2007 after valiant efforts by everyone involved to get the 37 fit for traffic, in the space of just 4 weeks following its arrival at Haworth! The gala was a resounding success with locos working their booked diagrams and also the LG held its publicity and sales stand at Keighley station, which did very well to make some much needed funds for the LG.

37175 worked the following trains on Friday 15th June: 15.00 Keighley to Oxenhope (from Haworth loop, with 2x20s), 17.12 Oxenhope to Keighley (with 2x20, 20031 came off at Haworth loop), 18.00 Keighley to Oxenhope (in tandem with D8020), 18.45 Oxenhope to Keighley (where D8020 came off at Haworth loop this time) and then worked solo on 19.30 Keighley to Oxenhope.

The moment 37175 worked its first train, as it clags away from Haworth Loop with pair of Class 20s nos. D8020 and 20031 plus load 6 (with plenty of heads out!). It took the whole train to Oxenhope with 15.00 from Keighley, on Friday 15th June, 2007. *Steve Wells*



As the replacement for non-availability of 37025 (which wasn't ready in time for the gala) the 'Dutch' liveried machine lived up to expectations and performed admirably throughout the weekend, considering its inactivity for some time

since purchase from EWS, which is a tribute to sterling efforts by Andy/Matt and their team of keen helpers (you know who you are!) 37175 made 4 round trips each day on Saturday and Sunday (see our LG website for full details of the workings). The weather got better by Saturday evening and Sunday afternoon, and lineside photographers' patience was rewarded when the

sun finally shone on the gleaming bodywork 37175! It left the railway on Monday 18th, in a loco convoy movement with SRPS diesel fleet to East Lancs, hauled by 47237, for their gala (see next page).



37175 continued to pull in the crowds throughout the weekend right up to the last working on Sunday, and weather conditions finally improved by late Saturday where the veteran EE Type 3 was captured in a rare burst of sun when it passed Mytholmes with 17.15 Keighley to Oxenhope on Saturday 16th June, 2007. *Steve Wells*

Dartmoor Diesel Day 23rd June, 2007



37198 at Meldon station, for 13.55 to Coleford Jct, on Sat 23rd June 2007. Mark Grimes

The plan was for 37198 and 37905 to work some of trains during Dartmoor Diesel Day on 23rd June, 2007, however 37905 wasn't ready in time despite fitting of replacement control cards. 37198 worked these trains:

10.20 Meldon Quarry to Coleford Junction
 12.00 Meldon Quarry to Coleford Junction
 13.55 Meldon Quarry to Coleford Junction (47716, one of the original ScotRail 47/7s, was at other end on all these above trips)
 17.20 Coleford Jct to Meldon Quarry (Paired up with fellow English Electric, 73117)

East Lancs Railway Diesel Gala, 4th - 8th July, 2007

37175 was moved to the East Lancashire Railway as part of the 0Z40 12.00 Keighley-Castleton loco convoy move with the SRPS fleet of D8020, D5310 and 26024, hauled by DRS Class 47 no. 47237 on Monday 18th June, 2007.

During its stay in not-so-sunny Bury, 37175 was used 4 out of 5 days during the ELR gala from Wed 4th until Sun 8th July, 2007. The loco had worked all booked diagrams without fuss, and was once again very popular with enthusiasts and photographers.

In an unexpected twist, a day before it ran its first passenger train on the ELR with 1H60 09.06 Bury - Heywood on Wed 4th July, it was commandeered to haul a revenue-earning freight train: a heavily laden EWS 1,400 tonne ballast train from Castleton yard after one of its two Class 08s had given up the ghost (that was after the rostered Class 60 had failed!) on Tuesday 3rd July, and Andy Harman was on hand to capture the moment with 37175 in action as it arrived at Bury Bolton Street with the 08's and ballast freight in tow during its moment of glory. The ballast train was contracted to Carillion, who is managing the infrastructure upgrade on the Manchester Metrolink line, using the East Lancs Railway in order to get access to the works site.



Left: 37175 waits for the right-away to shunt forward at Bury Bolton Street with the ballast train. **Right:** Train staff ponder their next moves as the 37 completes its rescue mission just north of the station. 08445 in unbranded grey livery with former Cwmawr branch cut-down cab 08995 and MEA wagons in the consist. *Both photos: Andy Hardman*

The usual wet British Summer continued but there was a respite from the rain on Saturday when the sun was out for most of the day. It has performed trips on 'Ski Jump' over the Metrolink line, to Heywood, including one occasion when it gave a helping hand to failed Deltic 55022 over the infamous ramp at the rear of 13.36 Rawtenstall to Heywood, from Bury Bolton Street on Saturday 7th July! (Full details of 37175's duties on ELR can be found on our LG website workings page).



Left: 37175 enters Bury Bolton Street on 7th July 2007 with the stock for the 10.44 to Ramsbottom. Michael Ratledge

During the weekend, the LG also had publicity and sales stand on the island platform at Bury, which did very well again: we shifted our stock of brand new DVDs and publications to raise much needed funds for the LG. Top marks to Mick Sasse and Mick Parker for their efforts!

The ELR gala lived up to its high standards with a variety of traction on offer, including mainline certificated locos (D1015 and 55022) taking part, first-timers such as 20087, D5310 and of course, 37175. It will be running again on Aug 18/19th and the diesel gala on August 31st to Sept 2nd (subject to availability.)

Centre left: In dismal conditions, 37175 heads east on 09.06 Bury-Heywood, just after lifting the train over the infamous 'Ski Ramp', on Friday 6th July 2007. *Steve Wells*

Below: 37175 passes another example of fine EE traction, Class 20 no. 20087 (which made its debut at the gala) on the 11.46 Rawtenstall to Heywood train on Wednesday 4th July 2007. *Martin Taylor*



'DRS in the East' article: Due to lack of space in this issue with priority given to the review of 37175 in Loco Fleet Update and its participation in recent galas, this article is being held until next issue. Cue announcement tannoy that you would hear: 'We apologise for the delay...'

Caption Corner (just for the fun of it!)



He's been framed again! Why is Polmont clinging on top of 37275?

Send your witty comments by email to Mark and it will be printed! Photo by Michael Ratledge

Entries to previous Caption Corner

Caption entries to this shot of Mick Chester being silhouetted by the sun behind:

From Mike Millward (top three):

'Mick's latest bright idea is...'

'Sorry mate, you're too early for the Santa Specials...'

'It's that Colgate smile!'

From Michael Ratledge:

'Mick Chester proves that the sun shines out of his ears (anagram)'

From Stuart Watson:

'Behold the god of Wensleydale preservation!'

From Michael Sasse:

'He's not the Messiah, he's a very naughty boy!'

Photo by Michael Ratledge



Raffle prize winners!

C37LG ran a raffle during the KWVR Diesel Gala in June, the winners were:

ELR Diesel Gala day rover ticket won by Richard Boyd of Altrincham; a Pathfinder railtour ticket won by Steve Gilbert of Leeds; 'Glory of the Class 37s' DVD won by Philip Rhodes of Wakefield. Congratulations to you all! Thanks to everyone who supported our raffle.

C37LG items for sale

The Group now has a range of new DVD's for sale (all proceeds go to the restoration fund for the LG's fleet of Class 37s) if you would like to purchase any of these DVDs, please drop a line to Mick Parker with your request and send a cheque payable to 'The Class 37 Locomotive Group' (address on page 2).

Price list:

DVDs:

'Classic Countdown' £19.95

'Class 37 Tribute' Vol 1 £19.95

'The Ultimate Collection' (3x) £29.99

'Diesel Decade the 1980s' £19.95

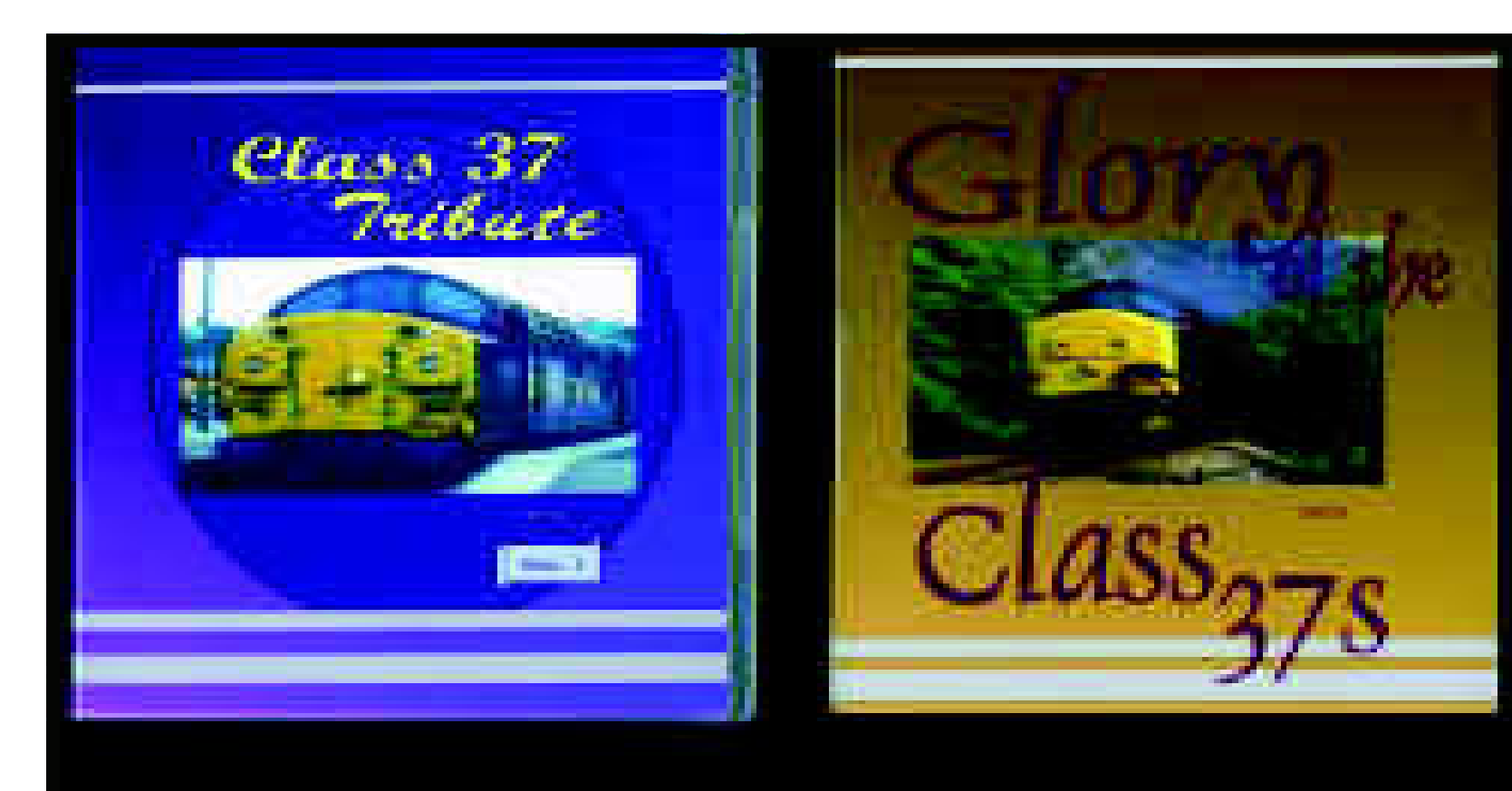
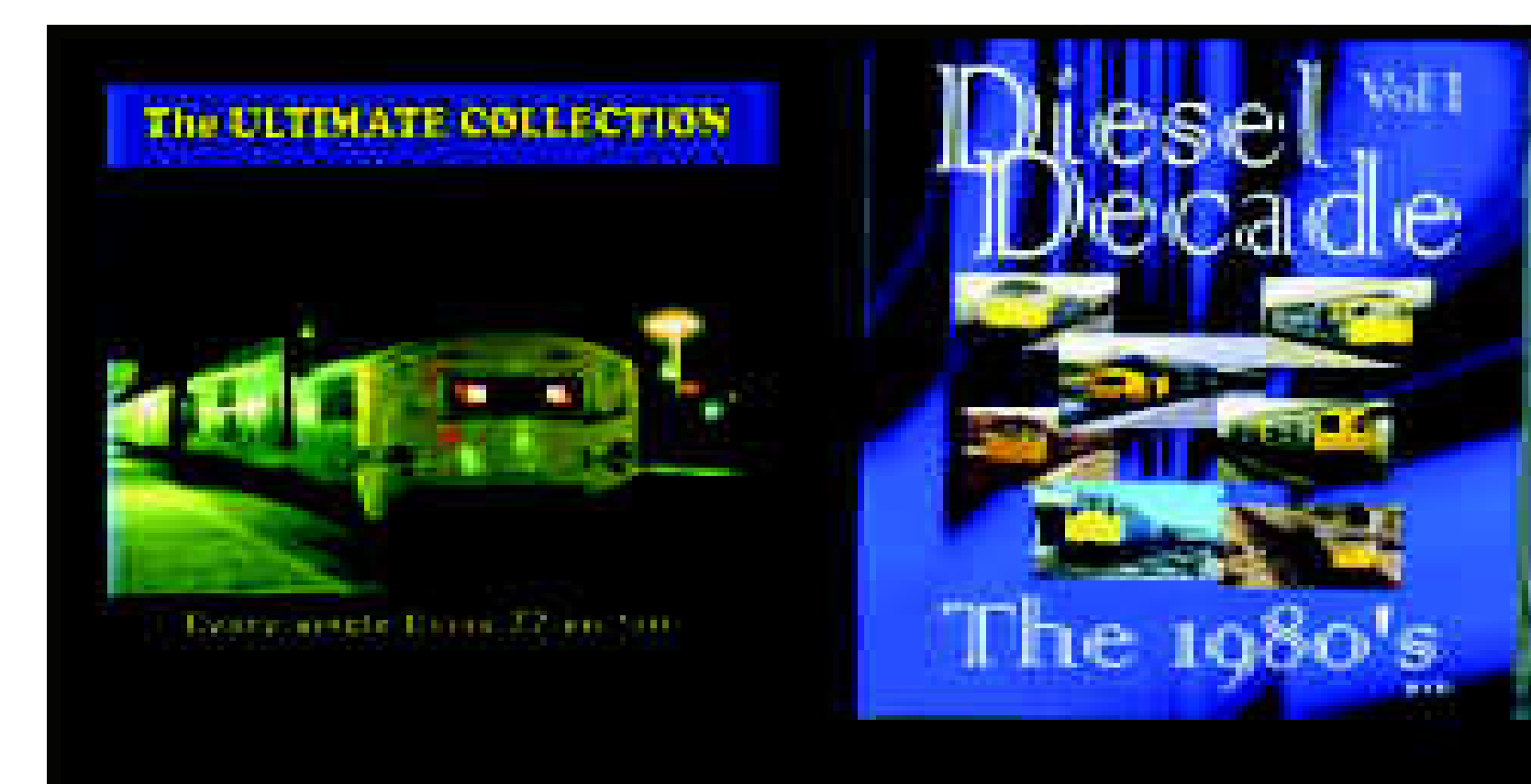
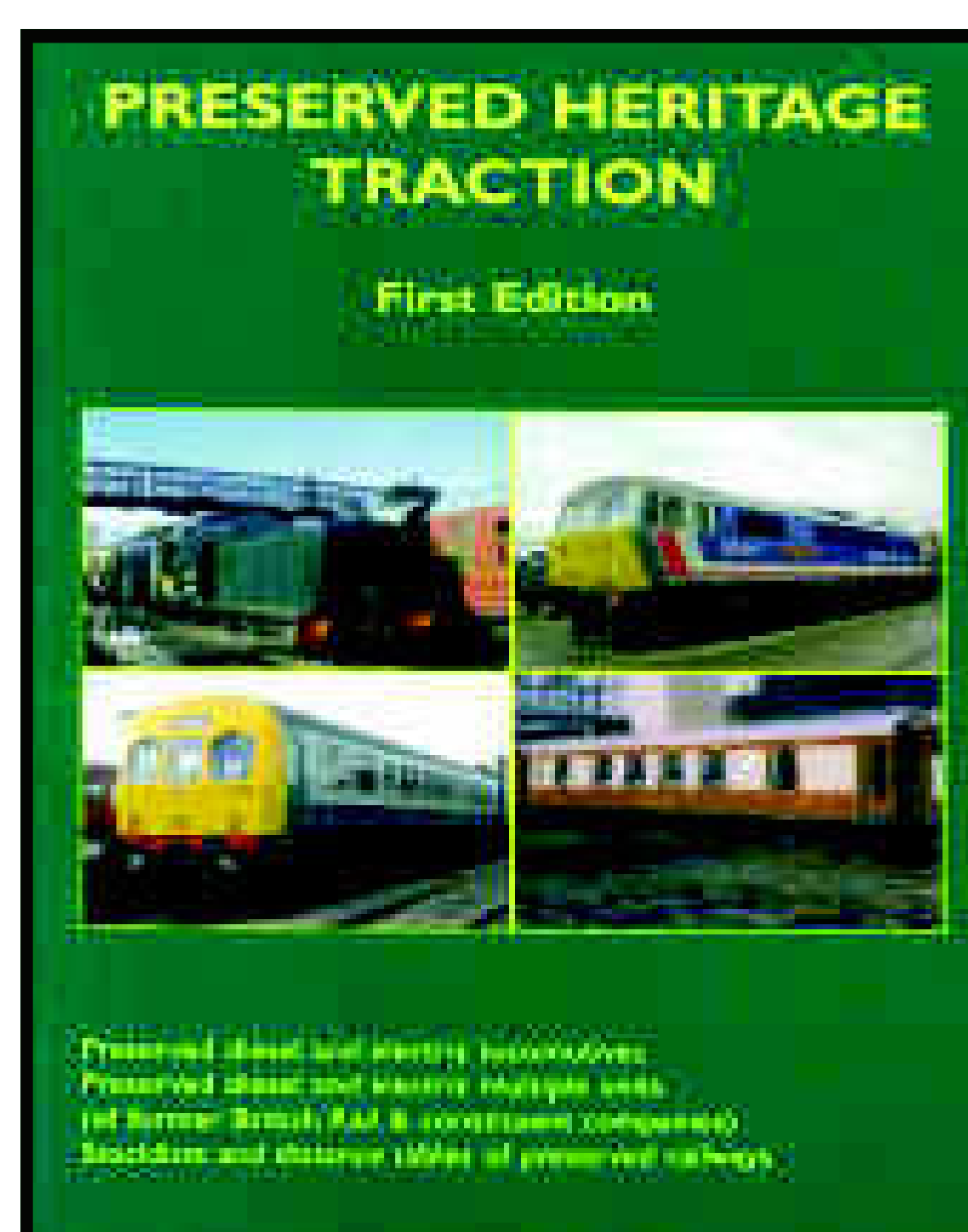
'Class 37 Tribute' Vol 2 £19.95

'Glory of the Class 37s' £17.95

Books:

'Preserved Heritage Traction' £14.95

(Now updated with July 2007 insert)



There is no charge for P&P.

Thanks for your support.

Volunteering with the C37LG

There are plenty of opportunities to get involved with Class 37's in our fleet.

Maintaining the locos is an ongoing job and so there is always something to do. The locos need to be kept clean and tidy, so those who are technically minded can always do with someone to hold the manual open at the right page (!) So you do not have to have any experience to become a volunteer for the Group. For further information, contact our Committee technical experts Phil Lynch, Chris Thorn or Mick Chester by email (details on page 2).



John Pinion checks 37003's air pressure at the Group's original base at the East Anglian Railway Museum in Chappel Wakes & Colne, on 15th November 2003.

Michael Ratledge

Coming up in the next issue...

Continuing reviews and updates of our loco fleet; LG member's one-man mission to Spain to get replacement control cards for 37905; yet another interesting pictorial feature - including HSTs! (Why HSTs? You'll find out soon enough!) and not forgetting the 'DRS in the East' article too...!



Syphon!

West Coast Railway Company's 37248 'Loch Arkaig' crosses the River Swale, on visit to Redmire during NELPG's 'Three Dales' tour of branches in North East England on Saturday 12th May 2007. *Mark Grimes*